

DEC 1941 24-48

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CONFIDENTIAL

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

COUNTRY Philippines

SUBJECT Port Information on Davao, Medina, Mercedes, Naauan, Naga, Nasipit, Nasugbu, Nato, Opon, Ormoc, Pambuhan, Pinamalayan, Port Bello, Puerto Real, Quinabigan, Sagay, Sogod, Sulat, Tandoc, Taysan, and Virac

PLACE ACQUIRED
(BY SOURCE)DATE ACQUIRED
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DATE (OF INFO.)

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THIS IS UNEVALUATED INFORMATION

REPORT NO.

RESPONSIVE TO	
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REPORT NO.SOURCE DOCUMENTARY

The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c), NSCID 7

Available on loan from CIA Library are copies of reports containing port and anchorage information. The reports were prepared by the Associated Steamship Lines, Manila, Republic of the Philippines, on the following ports:

Davao	Davao Province	Mindanao Island
Medina	Misamis Oriental	Mindanao
Mercedes	Camarines Norte	Luzon
Naauan	Misamis Oriental	Mindanao
Naga	Cebu	Cebu
Nasipit	Agusan	Mindanao
Nasugbu	Batangas	Luzon
Nato	Camarines Sur	Luzon
Opon	Cebu	Mactan
Ormoc	Leyte	Leyte
Pambuhan	Samar	Samar
Pinamalayan	Mindoro	Mindoro
Port Bello	Leyte	Leyte
Puerto Real	Quzon (Tayabas)	Luzon
Quinabigan	Mindoro	Mindoro
Sagay	Negros Oriental	Negros
Sogod	Leyte	Leyte
Sulat	Samar	Samar
Tandoc	Camarines Sur	Luzon
Taysan	Masbate	Masbate
Virac	Sorsogon	Catanduanes

The information contained in these reports, which bear various dates between April 1948 and June 1952, was meant primarily for operators and masters of merchant ships, and are believed to be reasonably accurate. Southern California steamship agents indicate they are not hesitant in scheduling calls to be made at Philippine harbors and readjustments on the strength of such information. These reports are issued on a continuing basis and are supplemented when more correct or more recent information becomes available.

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- 2 -

These reports contain some hydrographic information such as is found in Sailing Directions; in some instances additional information such as anchorage fees, warehouse facilities and capacities, availability of skilled and unskilled labor, medical facilities, communications facilities, and principal shippers is also set out.

The port data listed above were distributed to a US steamship company which made them available to the Office of Naval Intelligence.

-end-

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REF ID: A65722
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CLASSIFICATION
RESTRICTED
SECURITY INFORMATION
DATE OF INFORMATION

April 1953

THRU: DIO-111D, San Diego, California

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV 12-51)

222-52	11
DATE OF REPORT	10 April 1953
REQUEST NO.	

SOURCE

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SUBJECT

25X1A

REQUEST NO.

Port Information on
 BRIEF INFORMATION
 (MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to NIRM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
 (b) DIO-111D Ref 3820-2 rpt dtd 10 Oct, Ser 247-52 (1952)

Encl: (1) Copy of port information of Davao, Davao Province, Mindanao Island, with accompanying sketch, dtd 24 Jun 52 and 27 Nov 50, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Davao.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Davao is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy M. Gorin
 Lieutenant, USN

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Forwarded:

J. K. Wolla
 Captain, USN

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RESTRICTED
SECURITY
INFORMATION

PAGE 1

S/
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X/4th Revised Page No. 101
Issued: 24th June, 1952PORTS & OUTPORTS
Philippine IslandsDAVAODavao Province
Mindanao Island

Longitude 125° 37.5 E.

Latitude 07° 04.6 N.

Coast & Geodetic Charts Nos. 4624, 4608

DAVAO is the capital of Davao province and a Customs Port of Entry and Quarantine pratique.

The town is situated on the Northwestern shore of Davao Gulf at the Southern entrance to Pakiputan Strait. The Gulf and course to Davao are clear and free from hazards, and the town is prominent from seaward. Vessels bound for Davao to load should proceed past Davao City to Sta. Ann (1 mile Northeast of the mouth of Davao river) and anchor 450 yards northeast or southeast off the end of the Sta. Ann pier in 12 fathoms, mud bottom. Owing to insufficiency of water alongside, this pier cannot be used.

The anchorage is well protected and outside the typhoon belt. Currents through the Pakiputan Strait run about 2-1/2 knots.

About 10 miles past Davao City, on the West side of Pakiputan Strait on Lanang Point, is a U-shaped government concrete wharf, 500 feet long at the face and 80 feet wide, with a controlling depth of 4 fathoms of water (May, 1952). See attached sketch.

Pilotage to and from government owned piers is compulsory at the following rates:

Vessels of 1,000 and under	3,000 gross tons	-	/	75.00
" " 3,000	" 5,000	" "	-	100.00
" " 5,000	" 7,000	" "	-	125.00
" " 7,000	" 10,000	" "	-	150.00
10,000 gross tons, or over	-	/	175.00

Pilotage to and from private piers is optional at above rates.

Pilotage for anchoring or leaving an anchorage, or shifting or changing berth in the stream of the harbor of Davao shall be compulsory for vessels engaged in the foreign trade, and the following fees shall be paid:

Vessels of 1,000 and under 3,000 gross tons	-	/	35.00
Vessels of 3,000 gross tons, or over	-	/	55.00
Shifting or changing berth	-	50%	of the above.

DAVAO - 3rd Revised Page 2
Issued: 27th November 1950

Pilotage through the Pakiputen Strait from Santa Ana to Sasa, or vice-versa, is optional at following rates:

Vessels of 1,000 and under 3,000 gross tons -	50.00
" " 3,000 " " 5,000 " " -	100.00
" " 5,000 " " 7,000 " " -	140.00
" " 7,000 gross tons, or over -	200.00

The Shell Oil Co., maintains a T-shaped pier and installation north of Sta. Ana at Lanang Point. It is 100 feet at the face with a controlling depth of 27 feet with mooring posts north and south on the Beach. The current indicator on the pier cannot be relied upon at low tide.

Copra, Hemp, Logs and Lumber are lightered from the surrounding loading points in the Gulf to the Sta. Ana anchorage.

Principal shippers of copra and hemp, with warehouse space, are:

Pacific Copra Export	500 tons copra
Arsenio Siy	3,000 " "
Tabacalera	4,000 " "
Columbian Rope	15,000 bales hemp
Hanson, Orth & Stevenson . .	30,000 " "
Ker & Co.	20,000 " "
International Harvester . .	14,000 " "

Stevedoring and lightering is handled by the Iuzon Stevedoring Co., who have ample labor, lighters and tugs. Rate of loading averages 15 tons per gang hour for copra and 150 bales per gang hour for hemp.

Fresh stores are obtainable in limited amount, but no fresh water is available.

No repairs can be done.

Dunnage mats and lumber are available. Mats 6 x 8 feet, # 4.50 each. Wood dunnage # 20.00 per 1,000 board feet.

Hospital facilities comprise the government provincial hospital and two privately owned hospitals.

Post Office and Telegraph Station is located in the town.

SASA MARGINAL WHARF

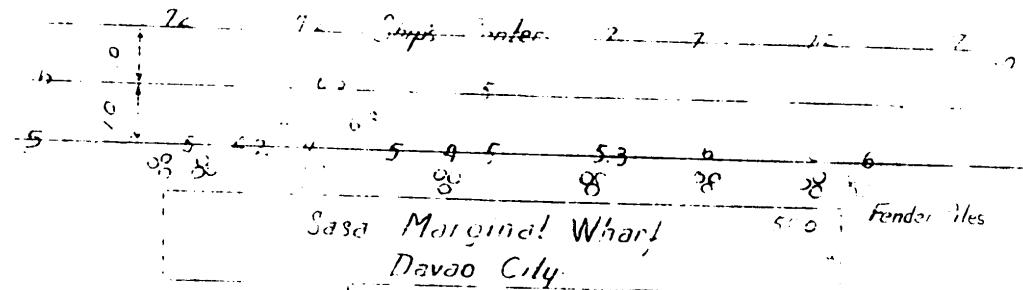
Dimensions in Fathoms

May 15, 1952

MARY LUCKENBACH

Drawing 26 Feet

Submitted by Capt. Arville
Chief Pilot of Davao



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Philippines - Medina: Port Information Co.																																							
BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)																																							
<p>Ref: (a) Encl (3) to NIRW No. 18, ONI Instruction 03c20.17, dtd 24 Jul 50 (b) DIO-11ND Rept 3820-2 rpt dtd 10 Oct 52, Ser 247-52</p> <p>Ancl: (1) Copy of port information of Medina, Misamis Oriental Province, Mindanao Island, dtd 20 Aug 50, prepared by the Associated Steamship Lines, Manila, Republic of Philippines</p> <hr/> <p>1. Enclosure (1) gives details on the port of Medina.</p> <p><u>Preparing Officer's Comment:</u> The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Medina is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).</p> <p>Enclosure (1) can be treated as unclassified if detached from this report.</p>																																							
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1st Revised Page No. 99
Issued: 26th August, 1950

PORTS & HARBOURS
Philippine Islands

M E D I N A

Misamis Oriental Province
Mindanao Island

Longitude 125° 01.4' E.

Latitude 08° 54.8' N.

Coast & Geodetic Chart No. 4603

MEDINA is a small village situated on the west shore of Gingoog Bay.

Entrance to the bay and the bay itself is free from hazards. Three galvanized iron roof warehouses and a small pier, visible from the entrance, make a good landmark.

The shore off Medina is fringed with very narrow, steep-to coral reefs outside of which the water is very deep. No anchorage is recommended in this area, owing to the deep water near shore and on account of the bay being fully exposed to the north-east monsoon.

Procter & Gamble are the principal shippers of copra. Copra is loaded to lighters, obtained from Cebu, from a small pier. Labor is supplied locally, the average rate of loading being 12 tons per guna; hour.

No fresh stores nor water are available. There are no medical facilities and the nearest post and telegraph office is located at Cagayan.

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CLASSIFICATION
RESTRICTED
SECURITY INFORMATION
DATE OF INFORMATION

April 1953

FROM
DIO-11ND, San Diego, California

SUBJECT

Philippines - Mercedes; Port Information

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3020-2 (REV. 12-51)

SERIAL NO.

252-53

DATE OF REPORT

27 April 1953

EVALUATION

B-2

REQUEST NO.

BRIEF (FOR REPORTS OF MORE THAN PAGE 1 ENTER CAREFUL SUMMARY)

Ref: (a) Encl. (3) to NIWk No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
(b) DIO-11ND Rpt 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Encl: (1) Copy of port information of Mercedes, Camarines Norte Province, Luzon Island, dtd 29 Dec 50, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Mercedes.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Mercedes is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy E. Gorin
Lieutenant, USNR

Forwarded:

J. H. Walle
Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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PAGE 1

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3rd Revised Page No. 36
Issued: 29th December 1950

PORTS & OUTPORTS
Philippine Islands

M E R C E D E S

Camarines Norte Province
Luzon Island

Longitude 123° 00.6' E.

Latitude 14° 05.6' N.

Coast & Geodetic Charts Nos. 4223 & 4268

Neither the town nor the mouth of the river are visible at all times from sea on account of the vegetation which covers the reef at the river mouth and the coconut trees which cover the shore line. The best way to approach the anchorage which is about 1-1/2 miles off the mouth of the river is to bring the top of a high conical mountain about 8 miles southward of Mercedes to bear 200° true and steer for it anchoring about two miles off shore to await the pilot. Pilotage to and from anchorage is compulsory at the rate of \$5.00 per foot draft. Pilots board vessels off the Canimo Island light and, when weather is rough, anchor vessels in Canimo Pass in 6-1/2 fathoms with light bearing 10° true and south tangent of island bearing 130° true. Bamboo poles have replaced the black buoy marking the northwest end of the reef at the mouth of the river.

The anchorage is well protected from all winds excepting those from the north.

Copra and lumber are the principal exports. Li Sing Giap & Sons, Qan Chee Gan, Luis Dihiansan & Co., Dy Loco & Co., Fernando Vinzons & Co., and Arquinga & Co., all maintain loading wharves and warehouses along the banks of the river, the warehouses having a total capacity of 5,000 tons copra.

The Duct Sawmill and the North Camarines Lumber Co., have storage further up the river.

One L.C.N. and six 3,300 sack capacity scows owned by the North Camarines Lumber Co., comprise the loading facilities. Labour is supplied locally and the rate of loading copra is reported to average 19 tons per gang hour, while loading rate for lumber is about 5,300 board feet per gang hour.

No fresh stores nor water are available, neither can repairs be performed. Dunningg mats 2 m. x 2 m. can be obtained at \$1.20 each. The nearest doctor, post office and telegraph office are at Duct, 7 miles distant.

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CLASSIFICATION	RESTRICTED
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DATE OF INFORMATION	April 1953

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV 12-51)

ONI NO. 275-53

DATE OF REPORT

27 April 1953

FROM: DIO-11ND, San Diego, California
SUBJECT: Philippines - Nasuan; Port Information On

SOURCE: MAY 6 9 01 AM '53

EVALUATION

B-2

REFUGEE NO.

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to: WIRN No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
(b) DIO-11ND Ref 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Enclosure: (1) Copy of port information of Nasuan, Oriental Mindanao Province, Mindanao Island, dtd 2 Oct 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Nasuan.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Nasuan is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy L. Gorin
Lieutenant, USNR

Forwarded:

J. K. Wells
Captain, USN

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CLASSIFICATION	RESTRICTED
SECURITY INFORMATION	

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M4

PAGE 1

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Original Page No. 110
Issued: 22nd October, 1948

PORTS & OUTPORTS
Philippine Islands

MAAUAN

Oriental Misamis Province
Mindanao Island

Longitude 124° 17.4' E.

Latitude 8° 26.0' N.

Coast & Geodetic Chart No. 4604

MAAUAN is a small village on the east shore of Iligan Bay. No prominent landmarks distinguishing the place have been reported other than Masuan Head, north of the village, which can be distinguished by its low cliff face.

The approach is open and clear with no hazards.

The shore is steep-to with deep water a short distance off-shore. Anchorage can be found about 3/5 of a mile off-shore and about 250 yards south of the Talabaan River mouth in 45 fathoms in good holding ground.

The anchorage is subject to rough seas and swells during the South-West monsoon, which makes it too rough for lighters to leave the beach and lay alongside.

Chrome ore from the Misamis Chromite Co., Inc. is loaded from the beach into L.C.Ts. and brought alongside. Loading, however, is controlled by the tides and is therefore slow and spasmodic. Labor is supplied locally but no winchmen are available.

No fresh water nor fresh stores are available. A small dispensary provides limited medical facilities. Post and telegraph office is about 15 kilometers distant.

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APRIL 1953	REF ID: A6516

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ON FORM 3820-2 (REV 12-51)

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REF ID: A6521	REF ID: A6522
REF ID: A6523	REF ID: A6524
REF ID: A6525	REF ID: A6526
REF ID: A6527	REF ID: A6528
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REF ID: A6531	REF ID: A6532
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DIO-11ND, San Diego, California

MAY 6 9 AM '53

EVALUATION

REQUEST

Ref: (a) Encl (3) to WIRG. No. 18, and Instruction 03820.17, dtd 24 Jul 50
 (b) DIO-11ND Rpt 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Incl: (1) Copy of port information of Maga, Cebu Province, Cebu Island, dtd 28 Aug 52, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Maga.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Maga is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy L. Gorin

Lieutenant, USNR

J. K. Wolla

Captain, USN

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PAGE 1

M36

448

REF ID: A6511
 CLASSIFICATION
RESTRICTED
 SECURITY INFORMATION

C/
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1st Revised Page No. 108
Issued: 28th August, 1950

PORTS & OUTPORTS
Philippine Islands

H A G A

Cebu Province
Cebu Island

Longitude $123^{\circ} 45.4'$ E.

Latitude $10^{\circ} 12.6'$ N.

Coast & Geodetic Chart No. 4429

-
HAGA is a small town which lies about 10 miles to the south westward of Cebu. About 1 mile to the south westward of Haga is situated the cement plant distinguished by its buildings, pier and smoke stack which makes a good landmark.

Anchorage for dry cargo vessels, is off the southern end of the rocks of Timana Anchorage, in 35 fathoms, with the cement plant smoke stack bearing 342° true.

Tankers tie up to the mooring buoys located off the end of the pier and discharge through the submerged pipe line.

Anchorage are exposed to the southwest monsoon. Pilot should be obtained from Cebu, if required.

-
The Cement plant is operated by the Cebu Portland Cement Co. They maintain a pier to handle cargo from lighters. The local railroad has a spur on the pier for flat cars and cranes.

Lighters, when necessary, are obtained from Cebu, as well as labor.

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REF ID: A65120	RESTRICTED SECURITY INFORMATION
DATE OF INFORMATION	March 1953

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV 12-51)

218-51
APR 1953

13 April 1953

TO: DIO-11ND, San Diego, California

FROM: APR 22 9 01 AM '53

3-2

SUBJECT: Philippines - Masipit (Mindanao Island); Port Information On

REF: (a) Encl (3) to WIRM No. 18, dtd 24 Jul 50
(b) DIO-11ND Restricted 3820-2 rpt dtd 30 Oct 51, Ser 218-51, same subj

Enclosure: (1) Copy of port information on the Port of Masipit, Agusan Province, Mindanao Island, revised to 22 May 50, prepared by the Associated Steamship Lines, Manila, Republic of Philippines.

1. Summary of Contents. Enclosure (1) gives details on the Port of Masipit, which is forwarded in accordance with reference (a) and is a revision to reference (b).

Preparing Officer's Comments: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate.

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy H. Gerin
Lieutenant, USNR

	INF	AC	
HHR			
INC			
WMI			
WMA			
PHL			
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ILV			
RUM			

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Forwarded:

J. K. Wallis
Captain, USN

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4th Revised Page No. 94
Issued: 22nd May, 1950

PORT & REPORTS
Philippine Islands

NASIPIT

Agusan Province
Mindanao Island

Longitude 125° 20.0' E.

Latitude 08° 59.4' N.

Comat & Geodetic Charts Nos. 4647, 4603

NASIPIT is a well protected but restricted natural harbor distinguished by the town itself and a pier on the east side and a white concrete light tower on the west side. Entrance to the harbor is restricted by reefs on either side marked by two privately maintained buoys, approximate position 26° true 860 yards, 43° true 600 yards, from lighthouses. Steer a 215° true course for the light structure. When the northwest point at the entrance bears 325° true change course to 180° true and continue to anchorage in mid-channel just east of the light in 45 feet.

A launch and tug meet incoming vessels to receive lines. Mooring post No. 1 is on the beach at the base of the light and mooring post No. 2 on the beach about 300 feet south of the light.

A five ton anchor on 100 feet of 3/4 inch chain is located in the position marked by buoy 3 (See sketch - reference (b)) which is used for mooring by some Masters in preference to the mooring posts.

When Vessel's stern is abreast of the light, drop starboard anchor and allow stern to swing towards pier, run lines to Mooring Post No. 2 and stern lines to pier. Although anchorage is restricted, in this position vessel is secure and reefs at entrance to harbor keep water calm at all times.

The government owned L-shaped pier is in good condition. It is 100 feet long, at the face with a mean depth of 21 feet (June, 1943). It is not used, however, for loading ocean-going vessels.

3rd Revised Page 2

The Macipit Lumber Co., Inc., are the only shippers of logs and lumber and supply their own labor for stevedoring.

Two pontoon barges, one L.C.H. and four L.C.T.s of varying capacities, and one tug and one launch owned by the mill, provide ample loading facilities. Lighters are loaded at the log basin, or in the Agusan River and towed to the anchorage. Loading rate is about 8,000 board feet per (min) hour.

No fresh stores nor fresh water are available and only minor repairs can be undertaken. Wood damping can be purchased at reasonable rates.

A small dispensary at the mill site offers limited medical facilities.

There is no post office but the mill radio is in contact with Manila twice a day: at 8:30 a.m. and 4:00 p.m.

No local pilot is available, but a representative from the mill meets all incoming vessels outside to advise Masters.

NOTE: The front range light shown on the chart (reference (b)) does not exist.

CLASSIFICATION	INFORMATION REPORT		
DISSECTED	OFFICE OF NAVAL INTELLIGENCE		
SECURITY INFORMATION	OAI FORM 3620-2 (REV 12-51)		
DATE OF INFORMATION	24 APR 1953		
APRIL 1953	24 APR 1953		
FROM	SOURCE	VAL. ACTN	REQUEST NO.
DIG-11ME, San Diego, California	MAY 6 9 AM '53	2-2	

Philippines - Encumber: Port Information

REF ID: A65104
BRIEF FROM REPORTS OF HOME BASED PAGE. ENTER CAREPA. SUBJ: 1001
Ref: (a) Incl (3) to WIRE No. 1001-1 Instruction 0340.17, dtd 24 Jul 50
(b) 1001-1004 Recd 3520-2 24 Jul 10 Oct 52. Ser 247-52

Incl: (1) Copy of port information of Nasugbu (Wawa), Batangas Province, Luzon Island, dtd 6 Oct 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

Enclosure (1) gives details of the port of Nagoya.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Nasugbu is not listed in reference (a), the port information has been furnished in compliance with OMI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Vera and

Roy N. Gorin
Lieutenant, USMC

Recommended:

J. K. Wolla
Castalia, WSN

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SECURITY INFORMATION

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1st Revised Page No. 13
Issued 8th October, 1948

PORTS & HARBOURS
Philippine Islands

MASUGBU
(Mava)

Batangas Province
Luzon Island

Longitude 120° 37.2' N.

Latitude 14° 05.2' N.

Coast & Geodetic Charts Nos. 4214, 4257

The Black Can Buoy marking the reef south of Pilar Rock is missing (20th May, 1947).

MASUGBU is one of the loading points for sugar from the Central Azucarera Don Pedro de Roxas y Cia. It is not considered safe during the Southwest Monsoon and during that period sugar is loaded off Calntagan Point.

The Government pier at Mava just north of Masugbu has been completely destroyed and only the concreted causeway remains. The tramway along the causeway has also been destroyed or removed.

Vessels calling to load should anchor about 1-1/2 miles south of the pier in about 5 fathoms of water.

A 3,500 tons warehouse at the shore end of the causeway is owned by the Sugar Central but has been considerably damaged.

Lighters and tugs for loading at anchorage will be supplied by the Luzon Stevedoring, Manila, and local labor used for stevedoring.

Fresh stores and ice are available in small quantities but no fresh water can be obtained nor repairs done. There are no hospital nor medical facilities.

There is radiophone communication between the sugar central and their Manila office as well as a postal radio station.

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CLASSIFICATION	REF ID: A
SECURITY INFORMATION	DATE OF INFORMATION
April 1953	ONE FORM 3820-2 (REV. 12-50)

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

REF ID: B	DATE OF INFORMATION
27 April 1953	EVALUATION
SECRET	REF ID: C

FROM: DIO-111D, San Diego, California

DRAFT

MAY 6-9-01 AM '53

EVALUATION

REF ID: C

SUBJECT: Philippines - Mato; Port information on

BRIEF (FOR REPORTS OF MORE THAN ONE PAGE, ENTER CARRIED SUMMARY)

Ref: (a) Encl (1) to WIRW No. 18, ONI Instruction 03820-17, dtd 24 Jul 50
(b) DIO-111D Ref 3820-2 r/r dtd 10 Oct 52, Ser 247-52

Incl: (1) Copy of port information of Mato, Camarines Sur Province, Luzon Island, dtd 15 Feb 50, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Mato.Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Mato is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

May L. Gorin
Lieutenant, USNR

Forwarded:

J. A. Wells
Captain, USN

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SECURITY INFORMATION	REF ID: D

PAGE 1

1st Revised Page No. 30
Issued: 15th February, 1950

PORTS & OUTPORTS
Philippine Islands

M A T O

Camarines Sur Province
Iazon Island

Longitude 123° 32.2 E.

Latitude 13° 36.5 N.

Coast & Geodetic Charts Nos. 4221, 4222

The village lies just behind Sagnay Point at the western end of Lagonoy Gulf.

On a course of 300° true, with Atulayan Island two miles off abeam, run one mile past abeam and change course to 255° true.

This course will clear the shoal at the mouth of the river at Sagnay Point. The shoal is marked by a black drum buoy.

A boat meets the vessel with a flag to indicate the anchorage. Too much reliance should not be placed in this aid as the anchorage indicated is usually too close to shore.

Recommended anchorage is in 14 fathoms, with Sagnay Point bearing 171° true, Atulayan Island bearing 148° true and Iona Island bearing 054° true. The anchorage is well protected by the surrounding hills from the Southwest monsoon but is somewhat open to the Northeast monsoon.

Principal suppliers of copra and hemp are Frascuri P. Lee Lin Co. and Lazaro Larreuri who maintain a wooden landing from which barges are loaded.

Lee Lin & Co. own four warehouses of 400 tons copra, 1,300 tons copra, 700 tons copra and 700 bales hemp capacity respectively. Loading facilities consist of 3 boats and one L.C.M. - one boat holds 120 bales of hemp, two hold 600 each, and the L.C.M. holds 200 bales. Care should be exercised in rejecting wet bales from the boats. Labor is plentiful and experienced, and the loading rate averages 500 tons per 12 hours for copra and 1000 bales of hemp for a like period.

No fresh water or stores are available and no repairs can be performed. Dunnage mats, 2 meters x 2 meters are available at ₱1.60 each.

A small clinic is maintained at Mato by the government health officer, but the nearest post and telegraph office is at Baga, 50 kilometers distant.

CLASSIFICATION REF ID: A61111 SECURITY INFORMATION DATE OF INFORMATION		INFORMATION REPORT OFFICE OF NAVAL INTELLIGENCE 16 FORM 3820-2 (REV 12-51)	
APRIL 1953		27 April 1953	
DIO-11ND, San Diego, California		SOURCE	EVALUATION
SUBJECT		---	-2
REF ID: A61111 Phillipines - (Open) Port Information On May 6 901 AM '53			
BRIEF (TOP REPORTS OF MORE THAN PAGE, ENTER CANTER SUMMARY)			
Ref: (a) Encl (3) to DIOIN No. 18, OII Instruction 03820.17, dtd 24 Jul 50 (b) DIO-11ND Ref 3820-2 rpt dtd 10 Oct 52, Ser 247-52			
Encl: (1) Copy of port information of Opon, Cebu Province, Mactan Island, dtd 23 Aug 49, prepared by the Associated Steamship Lines, Manila, Republic of Philippines			
----- 1. Enclosure (1) gives details on the port of <u>Opon</u> .			
<u>Preparing Officer's Comment:</u> The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Opon is not listed in reference (a), the port information has been furnished in compliance with OII evaluation to reference (b).			
Enclosure (1) can be treated as unclassified if detached from this report.			
Prepared:			
Roy W. Gerin Lieutenant, USNR			
Forwarded:			
J. E. Wells Captain, USN			
NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECT. 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.			
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1st Revised Page No. 107
Issued: 29th August, 1949

PORTS & OUTPORTS
Philippine Islands

O P O N

Cebu Province
Mactan Island

Longitude 123° 56.6' E.

Latitude 10° 18.9' N.

Const & Geodetic Charts Nos. 4718, 4447

Opon is within the harbor limits of Cebu Harbor, standing on the northwestern side of Mactan Island.

All information regarding Cebu (Page 106) applies to Opon.

The principal oil companies represented in the Philippines have installations at Opon with berthing facilities for bunkering vessels.

The Philippine Refining Co., operated a coconut oil mill at Opon which has been destroyed. The dock, however, is in good condition.

Coming from the north, the first dock at Opon is the Philippine Refining dock. A little to the southwest of it are the Standard Vacuum piers and dry dock slipways of the Cebu shipyard. Further south, is the Caltex installation and further south still the Shell Oil installation forming an island by itself.

Local information indicates that at low water in Opon, the maximum draft should not exceed the following:

Caltex Wharf . . . 24 feet
Stanvac Wharf . . . 28 "

When a minus low water exists, less water than indicated above can be expected.

Pilotage to all these docks is compulsory.

INSTRUCTIONS: FORWARD TO ONI ORIGINAL AND FIRST CARBON OF REPORT AND SKETCHES. USE THIS FORM FOR ORIGINAL AND COPY OF PAGE (1) OF REPORT. USE PLAIN PENSIES FOR SUCCEEDING PAGES. LIST REFERENCES AND ENCLOSURES IMMEDIATELY PRECEDING REPORT. AT END OF REPORT ENTER SIGNED COMMENT(S) BY PREPARING AND/OR FORWARDING OFFICER(S) BY SIGNATURE.

CLASSIFICATION	REF ID: A6564
RESTRICTED	356-0
SECURITY INFORMATION	DATE OF INFORMATION
APRIL 1953	DATE OF REPORT

ONI FORM 3820-1 (REV 12-51)

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONE FORM 3820-1 (REV 12-51)

REF ID: A6564	356-0
DATE OF REPORT	27 April 1953

DIO-11ND, San Diego, California

SOURCE

May 6 9:01 AM '53

EVALUATION

REQUEST NO.

SUBJECT

B-2

Philippines - Ormoc Port Information On

DRAFT (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to NMIC No. 18, ONI Instruction 03820-17, std 24 Jul 50
 (b) DIO-11ND Rpt 3820-3 rpt std 10 Oct 52, Ror 247-52

Enclosure: (1) Copy of port information of Ormoc, Leyte Province, Leyte Island, std 5 Apr 48, Prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Ormoc.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Ormoc is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy A. Gerin
 Lieutenant, USNR

Forwarded:

J. A. Wells
 Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 701 AND 702. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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PAGE 1

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Original Page No. 77
Issued: 5th April 1948

PORTS & OUTPORTS
Philippine Islands

ORMOC

Leyte Province
Leyte Island

Longitude 124° 36.5' E.

Latitude 11° 00.4' N.

Coast & Geodetic Charts - 4426

ORMOC is situated at the head of Ormoc Bay.

Entrance to the bay and the bay itself is clear and free from hazards. A pier with a stonebuilding with galvanized iron roof on one side, and a square frame building with a ref roof on the other, makes a good landmark.

The pier cannot be used due to lack of fender piles and a large wreck which lays off the end of the pier.

Anchorage in good holding ground will be found about 700 yards off the end of the pier in 17 fathoms. Anchorage is exposed to the Southwest monsoon.

Copra is the only export commodity now. Lumber and sugar may be added in time.

Principal shippers are Procter & Gamble Co., and Aboitiz & Co., with a combined warehouse capacity of about 4000 tons.

Labor is supplied locally. Lighters, as required, are obtained from Cebu. Rate of loading averages 14 tons per gang hour.

Although there is a fresh water pipe connection on the pier, there is no means of conveying water to the anchorage.

Fresh stores are not available.

There is a small private hospital with limited facilities.

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DISTRIBUTION SECURITY INFORMATION DATE OF INFORMATION		OFFICE OF NAVAL INTELLIGENCE ONI FORM 3820-2 (REV 12-51)	
April 1953		24 April 1953	
TO: DIO-1140, San Diego, California SUBJECT: Philippines - Pambuhan: Port Information		SOURCE: MAY 6 9 01 AM '53	EVALUATION: 3-2 REQUEST NO.:
DRAFT (FOR REPORTS OF MORE THAN PAGE 1, ENTER CAREFUL SUMMARY)			
<p>Ref: (a) Encl (3) to WADM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50 (b) DIO-1140 East 3820-2 rpt dtd 10 Oct 52, Ser 247-52</p> <p>Encl: (1) Copy of port information of Pambuhan, Samar Province, Samar Island, dtd 18 May 49, prepared by the Associated Steamship Lines, Manila, Republic of Philippines</p> <p>-----</p> <p>1. Enclosure (1) gives details on the port of <u>Pambuhan</u>.</p> <p><u>Preparing Officer's Comment:</u> The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Pambuhan is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).</p> <p>Enclosure (1) can be treated as unclassified if detached from this report.</p> <p>Prepared:</p> <p>Roy M. Gorin Lieutenant, USNR</p> <p>Forwarded:</p> <p>J. H. Wells Captain, USN</p> <p>NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.</p> <p>DISTRIBUTION BY ORIGINATOR: [Redacted]</p> <p>DISTRIBUTION BY UNIT: 25X1A</p> <p>CIA C2-USA DI-USA STATE CINCPACFLT LANTFLTINTC NA P.L. (HELM FILES)</p> <p>ONI NO.:</p> <p>RESTRICTED SECURITY INFORMATION</p>			

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1st Revised Page No. 86
Issued: 18th May, 1949

PORTS & OUTPORTS
Philippine Islands

P A M B U H A N

Samar Province
Samar Island

Longitude 125° 32.7' E.

Latitude 11° 14.4' N.

Coast & Geodetic Chart Nos. 4423, 4467

PAMEUHAN lies on the west shore of Matarinao Bay. Entrance to the bay is through a deep narrow channel (3/8 mile wide) between two reefs which are partly bare at low water, generally marked by breakers and easily discernible at all times.

Bring the vessel to a position at the entrance with Minaloa Island bearing 218° true and the south end of Anahao Island bearing 257° true and Kanadag Island showing well open. From there steer 249° true heading for about 1/4 mile southward of Anahao Island. Anchor off the end of the pier in about 6 fathoms. This anchorage is untenable during the Northeast monsoon.

The Samar Mining Co. (Elizalde & Co.) maintain a causeway and pier where vessels lay to the fender pile clusters at the end of the pier in 28 feet. Iron ore is conveyed to the vessel by tramway on the pier and conveyor belt to the hold.

Principal shippers of copra are Suyn & Co., and Procter & Gamble of Tacloban. Three individually owned warehouses have a capacity of about 500 tons copra each. Barges, obtained from Tacloban, are loaded from three small landings at Pambuhan Sur. Labor, which is supplied locally, is reported to be unexperienced with no capable winchmen. Most of the copra from this district is shipped through Tacloban.

Fresh stores and fresh water are not available, neither can repairs be performed. A small private clinic in Pambuhan Sur is only capable of rendering First Aid assistance. Post and telegraph office is located in the town.

CLASSIFICATION UNRESTRICTED SACURITY INFORMATION	INFORMATION REPORT OFFICE OF NAVAL INTELLIGENCE OMI FORM 3820-2 (REV. 12-51)	DATE: 27 April 1953
DATE OF INFORMATION April 1953	SOURCE DIO-111ND, San Diego, California	EVALUATION P-2
DISPOSITION None	REQUEST NO. 9-01 AM '53	

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

OMI FORM 3820-2 (REV. 12-51)

27 April 1953

Philippines - Pinnawalayan: Port Information On

REFF: (a) and (3) to NMRA No. 18, SI Instruction C3820.17, dtd 24 Jul 50

Encl: (1) Copy of port information of Pinamalayan, Mindoro Province, Mindoro Island
dtd 20 May 49, prepared by the Associated Steamship Lines, Manila,
Republic of Philippines

1. Enclosure (1) gives details on the port of Pinamalayan.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of Masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Pinamulahan is not listed in reference (a), the port information has been furnished in compliance with OWI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy K. Gorin
Lieutenant, USNR

Forwarded to

J. K. Wells
Captain, USM

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTION 702 AND 709. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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REF ID: A6512
RESTRICTED
SECURITY INFORMATION

Original Page No. 115
Issued: 20th May, 1949

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PORTS & HARBOURS
Philippine Islands

PINAMALAYAN

Mindoro Province
Mindoro Island

Longitude 121° 29.3' E.

Latitude 13° 02.5' N.

Coast & Geodetic Survey Chart No. 4305, 4218

-
PINAMALAYAN is a small town on the West Coast of Mindoro Island, easily distinguished by the white concrete light tower on the beach.

The approach is open and free from hazards.

Bring the light house to bear 270° true and steer for it, anchoring in about 20 fathoms distance 3/4 of a mile from the light. Anchorage is exposed to the N.E. monsoon.

-
Logs are landed from the beach into L.C.Ts, which are hired from Manila, each L.C.T. holding about 20 logs. Winchmen and stevedores are supplied locally.

Landing is slow averaging 4 logs per gang hour.

-
No fresh stores, nor water are obtainable and no repairs can be performed.

There is a resident physician at Quinabigan, just south of Pinamalayan, but no hospital facilities.

Nearest Post & Telegraph office is at Calapan, about 30 miles north.

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Original Page No. 73
Issued: 5th April, 1948

PORTS & OUTPORTS
Philippine Islands

PORT BELLO

Leyte Province
Leyte Island

Longitude 124° 32.6' E.

Latitude 10° 58.7' N.

Coast & Geodetic Charts: 4426

PORT BELLO is situated on the northwest shore of Ormoc Bay about 4 miles west of Ormoc.

The bay is free from hazards. There are three large wrecks along this part of the coast. They are, however, visible and of no danger to navigation.

Port Bello, being well sheltered from the Southwest monsoon, is used as an anchorage during that season for vessels loading out of Ormoc.

Anchorage is about 1/4 mile off the end of the pier in 9 to 12 fathoms.

A pier and causeway with a sugar mill at the head of the causeway marks the site of Port Bello.

The pier is badly in need of repair and cannot be used. The sugar mill is not working.

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CLASSIFICATION	REF ID: A6524
RESTRICTED	SECURITY INFORMATION
DATE OF INFORMATION	April 1953
FROM	DIO-11ND, San Diego, California
SUBJECT	Philippines - Puerto Real: Port Information

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

REF ID: A6524	27 April 1953
DATE OF REPORT	27 April 1953
EVALUATION	BL-2
REQUEST NO.	

REF ID: A6524

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1st Revised Issue No. 25
Issued: 8th October 1948

PORTS & HARBOURS
Philippine Islands

PUEBLO REAL
(Infanta)

Quezon Province
(Tayabas)
Luzon Island

Longitude 121° 36.2' E.

Latitude 14° 40.5' N.

Coast & Geodetic Charts Nos. 4226, 4277

When bound for PUERTO REAL make for Tacligan Point. On rounding the point two corrugated iron warehouses will show up on the beach marking the lower end of town. Head ship for the training dikes ahead and anchor about 1/2 mile inside the point in 5 to 7 fathoms. If the training dikes cannot easily be distinguished, which happens sometimes at high tide, round Tacligan Point when the corrugated iron warehouse bears 300° true. Steer 3/0 till the pier with the old sawmill bears 360°. Steer 360° till Tacligan Point bears 100° and anchor there in 7 fathoms. Anchorage is well protected from the north-east monsoon but open to winds from the south-east and south-west. The municipal landing and fixed red light have been destroyed.

Principal shippers of copra are Alfredo Garcia & Co., and Marcial Alvarez & Co., each of which maintains a loading cutwalk of light construction for loading barges. One 1,000 ton warehouse is owned by Alfredo Garcia and Marcial Alvarez owns a 2,500 ton warehouse, both located on the beach. There are no local barges or tugs but same are obtained from Mauban and Molillo as occasion arises. Labour is obtained locally and from nearby Infanta and rate of loading is about 250 tons in twelve hours.

No fresh water nor fresh stores are available and no repairs can be performed.

There is a resident doctor and dentist at Infanta but no telegraph nor postal facilities are nearer than Lucena.

INSTRUCTIONS: FORWARD TO ONI ORIGINAL AND FIRST CARBON OF REPORT AND SKETCHES. USE THIS FORM FOR ORIGINAL AND COPY OF PAGE (1) OF REPORT. USE PLAIN ENCLAVES FOR SUCCEEDING PAGES. LIST REFERENCES AND ENCLOSURES IMMEDIATELY PRECEDING REPORT. AT END OF REPORT ENTER SIGNED COMMENT(S) BY PREPARING AND/OR FORWARDING OFFICER(S) STATING SIGNIFICANCE.

CLASSIFICATION RESTRICTED SECURITY INFORMATION DATE OF INFORMATION April 1953	INFORMATION REPORT OFFICE OF NAVAL INTELLIGENCE ONI FORM 3820-2 (REV. 12-51)	DATE 27 April 1953
FROM DIO-111ND, San Diego, California	SOURCE --	EVALUATION B-2
SUBJECT Philippines - Quinabigan; Port information on MAY 6 9 01 AM '53	REQUEST NO.	

BRIEF (FOR REPORTS OF MORE THAN PAGE. ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to NMIC No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
(b) DIO-111ND Rept 3820-2 rpt dtd 10 Oct, Ser 247-52 (1952)

Encl: (1) Copy of port information of Quinabigan, Mindoro Province, Mindoro Island, dtd 22 Oct 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Quinabigan.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Quinabigan is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy M. Gorin
Lieutenant, USNR

Forwarded:

J. H. Wells
Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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ONI NO.	RESTRICTED
SECURITY INFORMATION	

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5/9/22
1st Revised Page No. 12
Issued: 22nd October 1948

FORTS & OUTPORTS
Philippine Islands

QUINABIGAN

Mindoro Province
Mindoro Island

Longitude 121° 29.1 E.

Latitude 12° 59.3 N.

Coast & Geodetic Charts Nos. 4305, 4218

Approach is open and free from hazards. QUINABIGAN is easily discernible as being the next village south of Pinamulayan Light.

Several anchorages may be had off Quinabigan, but all are exposed to the N.E. monsoon. Recommended anchorage is in 30 fathoms, 1.15 miles off Quinabigan, bearing 235° true.

Copra is assembled here for shipment, the most important suppliers being Yu Yek and Arsenic Siy.

Six warehouses with a total capacity of about 4,000 tons copra are situated near a small wooden dock. Four L.C.s are owned by Yu Yek convey the copra from dock to vessel and labor is supplied by the shipper. Rate of loading 22 tons per gang hour.

No fresh stores, ice nor water are available and no repairs can be performed.

There is a resident physician at Quinabigan, but no hospital facilities.

Nearest Postal and telegraphic facilities are at Calapan.

INSTRUCTIONS: FORWARD TO ONI ORIGINAL AND FIRST CARBON OF REPORT AND SKETCHES. USE THIS FORM FOR ORIGINAL AND COPY OF PAGE (1) OF REPORT. USE PLAIN FILMSTRIPS FOR SUCCEEDING PAGES. LIST REFERENCES AND ENCLUSES (MANDATORY) PRECEDING REPORT. AT END OF REPORT ENTER STORED COMBENT(S) BY PREPARING AND/OR FORWARDING OFFICERS(S) STATING SIGNIFICANCE.

REF ID: A6747	CLASSIFICATION REF ID: A6747 R-RESTRICTED SECURITY INFORMATION
DATE OF INFORMATION REF ID: A6747	April 1953
FROM REF ID: A6747	DIO-11ND, San Diego, California
SUBJECT REF ID: A6747	Philippines - Sagay; Port Information On

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

REF ID: A6747 DATE OF REPORT REF ID: A6747	27 April 1953
EVALUATION REF ID: A6747	R-2
REF ID: A6747	REQUEST NO.

MAY - 6 9 01 AM '53

BRIEF (FOR REPORTS OF MORE THAN ONE PAGE ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to NMIM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
 (b) DIO-11ND Rept 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Encl: (1) Copy of port information of Sagay (Patrica), Negros Occidental Province, Negros Island, dtd 14 Oct 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Sagay.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Sagay is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy H. Gorin
Lieutenant, USNR

Forwarded:

J. K. Wells
Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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REF ID: A6747 CLASSIFICATION REF ID: A6747 R-RESTRICTED SECURITY INFORMATION
REF ID: A6747

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PAGE 1

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1st Revised Page No. 51
Issued: 14th October, 1948

PORTS & OUTPORTS
Philippine Islands

S A G A Y
(Fabrica)

Negros Occidental Province
Negros Island

Longitude 123° 25'.3 E.

Latitude 10° 56'.6 N.

Const & Geodetic Chart No. 4428, 4417.

On account of the numerous unmarked shoals and reefs in the vicinity of Sagay, passage to and from the anchorage should only be made during daylight hours and preferably at low tide so that all reefs possible can be seen.

Buoys marking Turin Rock, Carmen Shoals, Carbin Reef and Molocaboc Island Reef are all missing.

A steel frame beacon, at the mouth of the Hinugman River, about 20 feet high with a white triangle on top and a galvanized iron-roofed warehouse on the left bank of the river, mark the site of Sagay. Two lights red over white in the center of the triangle, are displayed at night. The rear inshore beacon is missing.

Good anchorage is to be found in 8 fathoms, sand and mud bottom, with Hinugman River beacon bearing 173° true, 1-1/2 miles distant and the centre of Suyac Island bearing 120-1/2° true, 3-1/2 miles distant.

The anchorage is open with no protection and, on account of the numerous reefs is untenable during the typhoon season, November, December and January. During this period cargo is lightered to and loaded at Iloilo.

Lumber from the Insular Lumber Co., and sugar from the Lopez Sugar Central is loaded in lighters at landings up the Hinugman River and towed to the anchorage, each tow taking about 2-1/2 hours from landing to ship's side and then only at high tide. Lighters, as many as necessary, are supplied from Iloilo by the Visayan Stevedoring Co. Labor is supplied locally and the rate of loading averages 55 tons per man-hour for sugar and for lumber about 15,000 bft. per man-hour.

No fresh stores nor water are available, but in an emergency water could be obtained by barge from Iloilo.

Damnago can be purchased from the lumber mill at \$100.00 per 1,000 bft.

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SECURITY INFORMATION
DATE OF INFORMATION

April 1953

FROM
DIO-11ND, San Diego, California

SUBJECT

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (PEV. 12-51)

INITIALS
34W-53
DATE OF REPORT
27 April 1953
EVALUATION
B-2
REQUEST NO.

SOURCE
MAY 6 9 01 AM '53

Philippines - Sogod; Port Information On

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to NIRM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
(b) DIO-11ND Rpt 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Encl: (1) Copy of port information of Sogod, Leyte Province, Leyte Island, dtd 30 Apr 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Sogod.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Sogod is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy R. Gorin
Lieutenant, USNR

Forwarded:

J. K. Wells
Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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Original Page No. 81
Issued: 30th April, 1948

PORTS & OUTPORTS
Philippine Islands

S O G O D

Leyte Province
Leyte Island

Longitude 124° 58.7' E.

Latitude 10° 23.2' N.

Coast & Geodetic Charts Nos. 4424

SOGOD situated at the head of Sogod Bay is well protected from the Northeast and Southwest monsoons. The whole bay is clear and free from hazards. The town itself is a cluster of small buildings with a short pier.

The pier is well constructed of wood with concrete deck with about 30 feet of water at the end. Unfortunately there are no mooring facilities so it cannot be used.

Vessels anchor about 600 yards off the end of the pier in about 35 fathoms, mud bottom.

Small amounts of copra are exported, the principal supplier being Mr. T. Suya who owns a warehouse of about 1,000 tons capacity. Labor is supplied locally but lighters, when required, are obtained from Tacloban.

No fresh water nor fresh stores are available, neither are there any medical facilities. There is no post nor telegraph office.

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CLASSIFICATION	RESTRICTED
DATE OF INFORMATION	APRIL 1953

FROM: DIO-11ND, San Diego, California
SUBJECT: Philippines - Sulat: Port Information On

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

CLASSIFICATION	RESTRICTED
DATE OF INFORMATION	27 April 1953

EVALUATION B-2 REQUEST NO.

MAY 6 9 01 AM '53

FROM: SOURCE: EVALUATION: REQUEST NO.

TO: DIO-11ND, San Diego, California B-2

SUBJECT: Philippines - Sulat: Port Information On

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

REF: (a) Encl (3) to NMIM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
(b) DIO-11ND Rpt 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Encl: (1) Copy of port information of Sulat, Samar Province, Samar Island, dtd 13 May 48, prepared by the Associated Steamship Lines, Manila Republic of Philippines

1. Enclosure (1) gives details on the port of Sulat.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Sulat is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy H. Gorin
Lieutenant, USNR

Forwarded:

J. H. Wells
Captain, USA

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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Original Page No. 35
Issued: 13th May, 1948

PORTS & OUTPORTS
Philippine Islands

S U L A T

Samar Province
Samar Island

Longitude 125° 27.2' E.

Latitude 11° 48.9' N.

Const & Geodetic Chart No. 4422

The town is situated on the south shore of Sulat Bay on the East Coast of Samar.

Entrance to the bay and anchorage is restricted and should be made with care as there are no navigation aids marking reefs and shoals.

Taig Point forming the southern shore of the bay, is prominent on account of the long and broad reef, dry at low water, which extends from it and on which are four (4) small rocky islets.

Entering from a position just northward of the last of these islets (Agman) bring the south end of Anajao Island, in the middle of the bay, to bear 260° true and steer for it, keeping clear of the rock awash south-eastward of Cataleban Island which forms the northern shore of the entrance. Continue on this course slowly until the ruins of Sulat church bear 195° true, then steer for them, keeping a sharp look out for a coral patch which lies south-eastward of Anajao Island. Drop anchor in six (6) fathoms about 1-1/2 miles from the mouth of the river, mud bottom.

A heavy sea sets into the bay during the north-east monsoon and during this period the anchorage is untenable.

Principal copra shippers are Suva, Procter & Gamble and Aboitiz & Company. Warehouse space is limited to 650 tons, although considerable more is stored under the houses.

Barges, obtained from Tacloban as required, are loaded in the river. Labor is supplied locally.

No fresh stores, fresh water nor repairs are available. A resident doctor can attend minor cases. There is no post nor telegraph office.

INSTRUCTIONS: FORWARD TO ONI ORIGINAL AND FIRST CARBON OF REPORT AND SKETCHES. USE THIS FORM FOR ORIGINAL AND COPY OF PAGE (1) OF REPORT. USE PLAIN PLEASIES FOR SUCCEEDING PAGES. REFERENCE AND ENCLOSURES IMMEDIATELY PRECEDING REPORT. AT END OF REPORT ENTER SIGNED COMMENT BY PREPARING AND/OR FORWARDING OFFICER(S) STATING SIGNIFICANCE.

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DATE OF INFORMATION	SECURITY INFORMATION

April 1953

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

142-53

DATE OF REPORT

27 April 1953

FROM

DIO-11ND, San Diego, California

SOURCE

May-6 9 01 AM '53

EVALUATION

B-2

REQUEST NO.

SUBJECT

Philippines - Tandoc: Port Information On

BRIEF (FOR REPORTS OF MORE THAN PAGE. ENTER CAREFUL SUMMARY)

Ref: (a) Encl (3) to WIRK No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
 (b) DIO-11ND Rept 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Encl: (1) Copy of port information of Tandoc (Bataanen Bay), Camarines Sur Province, Luzon Island, dtd 24 Jun 52, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Tandoc.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Tandoc is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy M. Gorin
 Lieutenant, USNR

Forwarded:

J. K. Wells
 Captain, USN

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 773 AND 776. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

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ONI NO.
142-53
REF ID: A6510
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SECURITY INFORMATION

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M4

PAGE 1

S/
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V/2nd Revised Page No. 43
Issued: 24th June, 1952PORTS & OUTPORTS
Philippine IslandsT A N D O C
(Butaunan Bay)Camarines Sur Province
Luzon Island

Longitude 123° 18.0' E.

Latitude 14° 03.1' N.

Coast & Geodetic Chart No. 4223

TANDOC, the site of a large sawmill, lies at the head of Butaunan Bay about 2-3/4 miles Southeast of Saponitan Point. The approach is not easy and should only be attempted during daylight hours, as the reefs on either arm of the bay are not marked. The pier is visible on entering the bay and care should be exercised when steering for the pier to avoid a rock with a least known depth of 10 feet, situated 1190 yards 134 degrees true from the off shore end of the pier.

Saponitan Point is low and wooded at the extremity, but is 352 feet high about 2 miles inland. It is surrounded by a wide reef, which is partly bare at low water.

Butaunan Bay: The western arm of which extends 2 miles southeastward. The shores of this arm are fringed with coral reefs, leaving a deep pocket of over 1 mile long, 1/2 mile wide between them.

Piloting is not compulsory but is recommended for large vessels, especially when visiting the port for the first time. Pilot is available at Mercedes, or by special arrangement.

Woodworks, Inc. are the owners of the sawmill and maintain a wooden pier. The pier is located in direction approximately 45°-225° and has a length of 420 feet, a width of 25 feet and with a mean depth of 29 feet. (May 1952). The pier is in excellent condition. There are 10 fender-mooring clusters on eastern side. Ocean-going vessels berth on eastern side. A railroad runs from mill to end of pier, also a travelling crane of 15 tons is available if required. Current-ebb to the west and flood to east.

The pier is unsafe during the Northeast monsoon and when seas and swell make up from the north.

Local labor is used for stevedoring, the average rate of loading being approximately 90,000 board feet per day of 24 hours per hatch.

Dunnage is available.

4th Revised Page 2

No fresh water or stores are available; but company maintains canteen where personal stores may be obtained.

There is a well equipped machine shop at the mill where minor repairs can be performed. The mill maintains a company hospital which can furnish medical treatment and minor surgery.

No public postal or telegraphic facilities are available, the nearest being at Maga, but the Company maintains a private post and telegraph office.

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CLASSIFICATION	RESTRICTED
SECURITY INFORMATION	
DATE OF INFORMATION	April 1953

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONI FORM 3820-2 (REV. 12-51)

SERIAL NO.	245-53
DATE OF REPORT	27 April 1953

FROM: DIO-11MB, San Diego, California

SOURCE

May 8-9 01 AM '53

EVALUATION

B-2

REQUEST NO.

SUBJECT:

Philippines - Tayman; Port Information On

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Ref: (a) Enc1 (3) to NIRM No. 18, ONI Instruction 03820.17, dtd 24 Jul 50
 (b) DIO-11MB Rpt 3820-2 rpt dtd 10 Oct 52, Ser 247-52

Enc1: (1) Copy of port information of Tayman, Masbate Province, Masbate Island, dtd 6 Sep 49, prepared by the Associated Steamship Lines, Manila, Republic of Philippines

1. Enclosure (1) gives details on the port of Tayman.

Preparing Officer's Comment: The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Tayman is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).

Enclosure (1) can be treated as unclassified if detached from this report.

Prepared:

Roy H. Gorin
 Lieutenant, USNR

Forwarded:

J. K. Wells
 Captain, USN

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1st Revised Page No. 114
Issued: 6th September, 1949

PORTS & OUTPORTS
Philippine Islands

T A Y S A N

Masbate Province
Masbate Island

Longitude 123° 21.7' E.

Latitude 12° 06.3' N.

Const & Geodetic Survey Chart No. 4412

The village of TAYSAN is not shown on any chart but it is situated at the mouth of the Taisan River on the west shore of Acid Gulf.

There are no buoys or beacons marking the shoals and reefs, so approach should only be made during the day.

The place can be recognized by the small privately owned wooden pier.

Anchorage can be taken up about one mile off Cinamongan Point with the Point bearing 290° true.

Anchorage is open to easterly and southwest winds.

Manganese ore from the Taysan Manganese Co., is loaded into lighters at the pier and towed to the anchorage.

Labor is supplied locally but lighters are obtained from Iloilo as required.

Loading rate is about 200 tons per day.

No fresh water or supplies are available.

There is a resident doctor who maintains a small dispensary.

There are no post nor telegraph facilities.

CLASSIFICATION RESTRICTED		INFORMATION REPORT		SERIAL NO. 274-52			
SECURITY INFORMATION		OFFICE OF NAVAL INTELLIGENCE		DATE OF REPORT 27 April 1953			
DATE OF INFORMATION April 1953		ONI FORM 3820-2 (REV. 12-51)		EVALUATION 34-2			
FROM DIO-11ND, San Diego, California	SOURCE --			REQUEST NO.			
SUBJECT Philippines - Virac; Port Information On May 6-9-1953							
BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)							
Ref: (a) Incl (a) to MIR4 No. 18, ONI Instruction 03820.17, dtd 24 Jul 50 (b) DIO-11ND Rept 3820-2 rpt dtd 10 Oct 52, Ser 247-52							
Incl: (1) Copy of port information of Virac, Sorsogon Province, Catanduanes Island, dtd 8 Oct 48, prepared by the Associated Steamship Lines, Manila, Republic of Philippines							
<p>1. Enclosure (1) gives details on the port of <u>Virac</u>.</p> <p><u>Preparing Officer's Comment:</u> The information found in enclosure (1) has been prepared for the benefit of masters of commercial cargo vessels and for that reason is believed to be reasonably accurate. Although Virac is not listed in reference (a), the port information has been furnished in compliance with ONI evaluation to reference (b).</p> <p>Enclosure (1) can be treated as unclassified if detached from this report.</p> <p>Prepared:</p> <p>Roy M. Gorin Lieutenant, USNR</p> <p>Forwarded:</p> <p>J. H. Wells Captain, USN</p>							
<p>NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 16, U.S.C., SECTIONS 701 AND 702. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.</p>							
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1st Revised Page No. 42
Issued: 8th October, 1948

PORTS & OUTPORTS
Philippine Islands

VIRAC

Sorsogon Province
Catanduanes Island

Longitude 124° 13.8' E.

Latitude 13° 35.1' N.

Coast & Geodetic Charts Nos. 4222 - 4221 - 4269

The white concrete light tower and the church with white dome distinguish the town of VIRAC.

Anchorage is found by steering on a 344° true bearing with the light tower, passing westward of Virac Bank and eastward of Johns Reef and dropping anchor in 9 fathoms. None of the reefs in this area are marked. The anchorage is exposed to the North-east monsoon and owing to the surrounding reefs is not recommended as a loading point during the Northeast monsoon season.

Principal hemp and copra shippers are Gutierrez Hines, Chion, Tay and Madrigal & Co., each of whom owns a warehouse capable of holding 1,000 tons of copra or 2,000 bales hemp.

Owing to the lack of small craft all copra and hemp from this area is shipped by inter-island vessels, which dock at the municipal landing, to Tabaco or Legazpi. Ocean going vessels, therefore, have not called at this port since the war.

The Polish Enterprise Co., plan to exploit a manganese ore deposit in the locality and will probably ship through Virac.

No fresh stores nor water are available.

A small government emergency clinic is located near the municipal landing, where is situated also the postal radio station.